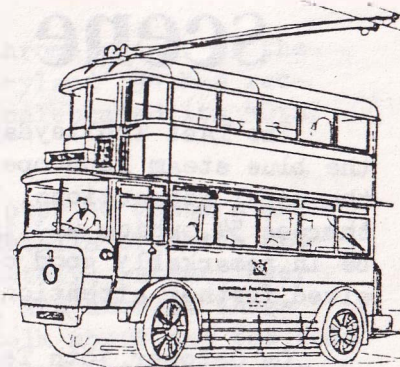


# SANDTOFT SCENE



No.4

JANUARY 1988

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THE SANDTOFT TRANSPORT CENTRE MAGAZINE

EDITORS:

ANDREW FIELDSEND AND CHRIS OLIVER  
31, PHIPPS CLOSE, WESTBURY, WILTS. BA13 3TL

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## EDITORIAL

The Trolleybus illustrated on this and previous copies of Sandtoft Scene is Nottingham trolleybus No. 1. (TO 5002, Railless, Short H26/26ROS). This vehicle came into service during 1927 and was withdrawn around 1934.

The Trolleybus Drivers Handbooks are ready for distribution within the near future, to all passed drivers and trainee drivers at Sandtoft. via:- Brain Wharton.

The Prize of the Teddy Bear in the recent Draw, has been kindly donated towards next years Grand Summer Draw by Mr.Mrs. Short of Hants.

A volunteer is wanted to write 'Scene at Sandtoft', please contact the Editors, before they contact you. Inability to spell, and untidy handwriting will not be accepted as excuses, also back copies are available of Sandtoft Scene via:- The Editors, (Free on request, 13p SAE would be appreciated).

Finally, we wish all fellow enthusiasts, a Merry Christmas and a Happy New Year.

# Scene at sandtoft

The last Trolleyday of the year, in September, saw the blue steam loco operating in service, in addition to the usual attractions. The workshop was occupied by Cleethorpes 54, which was inspected underneath and found to be in remarkably good condition. Glasgow TB78 also received further attention that weekend.

On October 18th Teeside T291 appeared at the Dean Forest Railway open day, and operated on battery power, which impressed most visitors, except those who did not know what a Trolleybus was. On the way down, T291 operated under the wires of the Black Country Museum. She is now back at Sandtoft, having gained the museum a lot of good publicity.

Your intrepid editors were at Sandtoft from 29th - 31st October, working on Cleethorpes 54. On the 31st, we were joined by Geoff Welburn, who spent the day working on Bradford 558. The evening was entirely appropriate for halloween, being very still and quiet, with Sandtoft shrouded in a thick mist. Only the bats, which have been seen on site, were missing. Bradford 735 also received attention that weekend.

Improvements to the site have included further work on the railway station building. Some small shrubs, reputed to deter moles, have been planted in the garden area and some trees have been pruned. (the apple trees next to the lecture theatre yielded particularly well this year). Some trellises have been made up for eventual siting in the gardens. Community Industry, in the shape of the gardening team, should have returned to Sandtoft by now. In the boxwagon, a fridge loaned by the Felix Group has replaced the smaller one used previously.

A new Arrival is Routemaster 109CLT, previously owned by Pulfrey's Coaches, who operated it on a Grantham Town Service. The success of this was such that the crew frequently outnumbered the passengers. Both Routemasters

have had their engines sprayed with chrome paint. Of the other resident motorbuses, 'trolley Leyland' 94 has received further attention and recently celebrated its 40th birthday.

The weekend of 21st October saw over 40 members arrive in Doncaster to attend the AGM, details of which appear elsewhere in this issue. Unfortunately, rather fewer were able to stay on to work on site, and amongst those that did, the combination of AGM to talk about and the cold weather lead to a lot of time being spent sat in the box wagon drinking tea. West Yorkshire's SMA5 was in the workshop for further attention to the chassis, including painting with Hammerite. Nottingham 493 and London 1201 both had paint removed from their ceilings. A new radiator has been obtained for fitting to the generator, and various motorbuses have been supplied with antifreeze.

The 1988 publicity has arrived, and copies are being distributed with this issue. If anyone can take a supply, please contact the editors or Pete Goddard, Amazingly, there are still a lot of people who don't know about Sandtoft, and we can all help to rectify this. The Future Planning Sub-Committee has met twice more, intending that Sandtoft continues to develop as a museum that visitors will want to come back to.

Jim Sambrooks has completed a number of jobs recently which includes the following:- Reading 33 Tower Wagon Attention to the brakes, removal of all wheels, and new wheel cylinders and master cylinder fitted, the shoes and back plates to the refitted wheels have been cleaned. 94 A dent has been knocked out from o/s front wing bonnet, radiator and n/s front wing re-fitted plus attention to fuel system. One of Andy Feather's Tower Wagons: A new brake Master cylinder has been fitted. 1 wheel cylinder has replaced the bleed brake, and the starter motor has been removed for repair 206 The seats have been removed for repair. 558 The Fuel Tank has been removed, repaired and refitted. Attention has been made to the Steering.

(continued on page 5) ...

# FROM... "MAGIC LANTERN"

by Bob Ashton

## TO DISSOLVE AUDIO-VISUAL PROGRAMME

### Part 3 Sound Track

Welcome to part three, where we now start a sound track recording. In part two we prepared our 'Slide Show and talk' we proceed a stage further by transferring our 'live' talk to a tape or cassette recorder, but with the scope of adding sound effects and music.

Further investments to obtain further equipment will have to be considered, <sup>4</sup> tape or cassette recorders and a sound mixer are needed for this next stage. You may be able to borrow some of the items or indeed be able to obtain 3 fairly inexpensive cassette recorders which will only be needed for playback. The fourth recorder must be of a good quality as this is the machine that will be used for most of the recording work. A mixer unit can be obtained for as little as £9.95 from Maplin Electronics (pick a copy of their catalogue from W.H. Smiths).

With the script for the words, run the slide show through to time the actual time that the slides are to be projected.

Once these have been worked out, make a start at recording the voice track, try several test recordings just to get used to the microphone and the recorder. With a voice track recording completed play this back with the slide show in the projector whilst noting where music or sound effects can be used.

The sound effects and music can now be recorded on the two other separate tapes or cassettes. Start each

of the recordings off with a 'Cue' such as a pencil top or a short one second bleep so that each tape will match on replay for the final mix.

Many of the sound effects can be made on the photographic location or in fact you will find the BBC Sound Effects LP's extremely useful for the sounds that are perhaps more unusual. For the music it may be very easy to record anything from The Beatles to Mozart but I have to recommend that for Amateur purposes you obtain a recording licence to do this, for about £5 from:- The Institute of Amateur Cinematographers Ltd., 63, Woodfield Lane, Ashted, Surrey, KT21 2BT. Now lets take a look at our script with music and sound effects added.

\* See Diagram 1

With all the recordings made, now for the mix as you will have found so far recordings are not easy to make, especially when you have to match the Sound effects and music to the timing of your voice track recording. With the four recorders set up you now have to adjust the volumes so that the voice track can be heard. Make several short test runs and then go ahead with your recording. Any mistakes usually mean as with Sound effects and music tapes you often have to start all over again.

\* See Diagram 2

With what I like to end a 'Final Mix Master Recording' made we are now ready to see and hear our final results at this stage. In part 4 we will attempt to make the tape recorder run our first Audio Visual Slide Show automatically for us.

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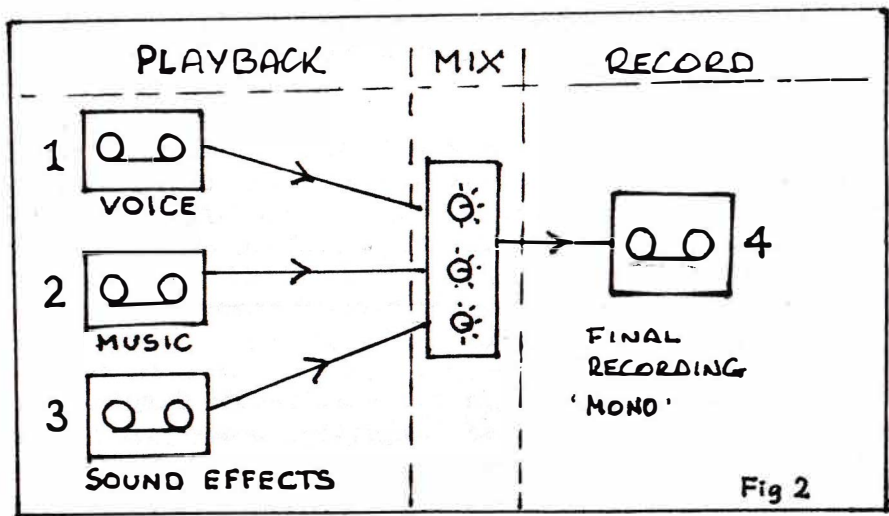
### SCENE AT SANDTOFT (continued)

Preparation have begun for the 'Sandta Special' open day with the fitting out of 'Sandta's grotto' in the lecture theatre. The same weekend will see a Board Meeting, and hopefully the appointment of the first members of the Management team which will guide the museum through 1988.

Fig 1

TIME	SLIDE	VOICE	MUSIC	SOUND EFFECTS
15sec	14	ATTRactions OF MANY TYPES ARE INCLUDED IN THE DAYS EVENTS AT THE 1983 GATHERING, THE NEWLY FORMED ASKEDEN MAJORAETTE BAND PUT ON SEVERAL DEMONSTRATIONS FOR US	MAJORAETTE BAND MUSIC	TRACTION ENGINE + WHISTLE
7sec	15	A CHANCE TO RECALL THE DAYS OF STEAM (TRACTION ENGINE SLIDE)		
7sec	16	A DEMONSTRATION FROM THE MORRIS DANCERS	MORRIS DANCERS MUSIC	CHILDRENS ROUNDABOUT (BBC SE)
7sec	17	SOMETHING FOR THE YOUNG ON THE ROUNDABOUTS		
		1 BRASS BAND		

e.g. OF SOUNDTRACK SCRIPT FROM "THE TROLLEYBUS LIVES ON" (FIRST VERSION 1984)



CHAIRMAN'S REPORT

Welcome to the 4th AGM, and thank you for coming. During the year, we have seen the Museum continue to grow and prosper. More and more emphasis on fulfilling an educational aid is obvious, with the expanded use of the Lecture Theatre, now so full of information in so many spheres. The need for additional buildings is even greater, and the Reading Classroom was a big disappointment.

The railway now has a complete circuit, with bigger, better steam locomotives. This is a great attraction so nicely landscaped and an imposing station.

The Isle Tours are well accepted by the public with stops en route at Epworth or Westgate. The information folders are of value. RMA52, RM524, Doncaster 22 provide a service.

The new generator has been successful after much hard work. The Trolleybuses have been thoroughly tested and this year Maidstone, Reading, Huddesfield, Bradford Teeside, Doncaster and Aachen have been represented in public service.

Restoration of other trolleys continue apace, and motorbuses too. It will be good to see them completed.

The Canteen and Sales Shop provides a necessary need, and both become ever more important and impressive.

The young workers from C.I. are to be thanked for the many and varied tasks they have undertaken, both vehicle restoration and site work.

It is impossible to thank everyone for their devotion to Sandtoft, but:- the vehicle testers and fitters: the canteen and sales staff: the P.R. workers based in the Lecture Theatre: the overhead crew: the cleaners: traffic staff: that hard core of folks who come every running day. They deserve thanks indeed.

Glynn Pegg deserves special thanks for allowing us to use his RMA on service, and Geoff Griffiths for his successful organisation of the Draw which realised over £500 profit.

The Management Committee, Gathering sub-committee and

### SANDTOFT SUMMER DRAW - 1987

The draw was made on the last Trolleyday of the season, Sunday 27th September by the Mayor of Boothferry. Names of the lucky winners are attached and congratulations are extended to them all.

The total cash raised was £870.10 and the total expenses were £352.84, resulting in a total profit of £517.26 plus some small interest accruing in the Building Society. Just over 1700 books were sold as follows.

	Value £	Books sold per Society member
Sandtoft Transport Centre	144.10	-
Bradford Trolleybus association	22.00	1½
British Trolleybus society	360.00	5
Doncaster Trolley Society	98.00	4
Sandtoft Miniature Railway	38.00	15
West Yorkshire Transport Circle	34.00	6
G.L. Griffiths	136.00	-
P. Swift	30.00	-

Prizes were kindly donated by

Trolleyshop	5th prize	Large Teddybear
Mrs. Linda Maguire	6th prize	Tapestry of Reading 193
Mr. Francis Whitehead	7th prize	Bottle of Whisky
Mr. G. Griffiths	4th prize	£15 cash.

I think everyone's efforts were very worthwhile and pass on the thanks that I have received from the Board and add my own to all who sold tickets and kindly donated prizes and I also hope that these results will encourage an even greater response in 1988. Anyone prepared to assist will be greatly appreciated, especially to increase selling during Sandtoft Trolleydays, which was a great weakness this year despite the efforts of a few. Next year it is proposed to seek the sponsoring/donation of all prizes. Any members who can suggest firms/organisations whom they think may be kindly disposed in this way, will they please advise me quickly, as I want to be better prepared for next year. Indeed, if any members or Societies, likewise also please.

After leaving a balance for 1988 it is proposed to transfer £450 to the 'Mains - traction supply' Appeal.

VISIT<sup>000</sup>

# Sandtoft Transport Centre

Near Doncaster, Yorkshire



G. P. BILBÉ

... A working trolleybus system at the home of Britain's largest single collection of preserved trolleybuses and motorbuses.

... Based on a former aerodrome at Sandtoft, 15 miles east of Doncaster, 12 miles west of Scunthorpe, and within easy reach of the Humber Bridge.

... Open from Easter to September with regular "Trolleydays", a "Schools' Day", and the renowned "Sandtoft Gathering" plus a "Sandta Special" in December.

Winner

R. Skinner  
42, Windsor Rd  
Town Moor,  
Doncaster.  
E. Smith  
76, Low Rd  
Balby,  
Doncaster.  
E. Feltham  
51, Church End  
Lane,  
Tilehurst,  
Reading.  
M.H. Shah  
86, Alexandra Rd  
Wimbledon  
P&E Short  
8, Frampton Way  
Kings Worthy  
Hants  
P.R. Adams  
20, Hardwick Cls  
Aston, Sheffield  
M. Oke,  
Gladstone Cotts  
Windmill Rd  
Mortimer,  
Reading  
M. Bellfield  
14, Cambridge Rd  
Bristall, Batley  
W. Yorks  
Anita Carr C/o LV  
Francis Whitehead  
BTS

## 1988 EVENTS

Visitors are welcome any Saturday or Sunday afternoon from April to September

### Trolleydays

**Easter Sunday and Monday**

**April 3rd and 4th**

**May Day Holiday Sunday and Monday**

**May 1st and 2nd**

**Spring Bank Holiday Sunday and Monday**

**May 29th and 30th**

**Sunday**

**June 26th**

**Gathering Preview Saturday**

**July 30th**

**Sundays**

**August, 7th, 14th and 21st**

**Late Summer Bank Holiday Sunday & Monday**

**August 28th and 29th**

**Sunday**

**September 25th**

OPEN: 12 noon to 6 p.m.

ADMISSION: Adult £1 Child/OAP 50p  
or Family Car £2.50. FREE PARKING.

WHAT'S THERE: Trolleybus Rides, Miniature  
Railway, Sound & Vision Shows, Souvenir  
Shop, Refreshments.

### Schools Day

**Monday, June 27th**

WHAT'S IT ALL ABOUT: Special rates and  
facilities for School Party visits including  
Trolleybus Rides, Sound & Vision  
Programme, Worksheets and Special  
Activities.

FULL DETAILS ARE ON A SEPARATE  
BOOKING FORM AVAILABLE FROM S.T.C.  
PUBLICITY.

S.T.C. reserves the right to alter or cancel any  
event or service without notice

Trolleybuses may be operated at other times than  
those advertised subject to availability and  
demand.



(F.R. WHITEHEAD)

### Sandtoft Gathering

**Sunday, July 31st**

OPEN: 10 a.m. to 6 p.m.

ADMISSION: Adult £2.50. Child/OAP £1

WHAT'S HAPPENING: A Transport Miscellany  
for all the family including Display and Judging  
of Past & Present Road Transport Vehicles,  
Trolleybus Rides, Miniature Railway, Transport  
Bazaar, Fairground Stalls, Live Music,  
Refreshments, Real Ale and lots, lots more —  
plus FREE bus service from Doncaster and  
Scunthorpe.

### Sandta Special

**Sunday, December 18th**

OPEN 11 a.m. to 3 p.m.

WHAT'S ON: Trolleybus Rides, Presents for the  
children. Seasonal Entertainment and Fayre.

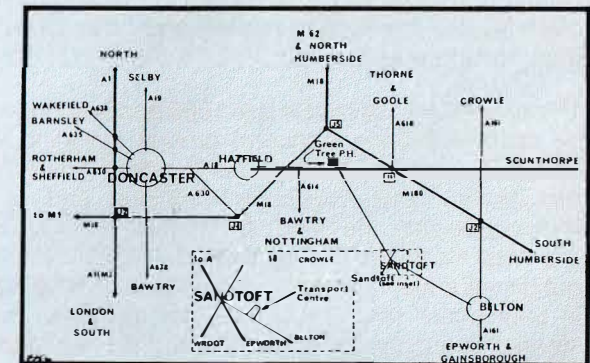
FULL DETAILS ARE ON A SEPARATE LEAFLET.

We are always pleased to accommodate coach  
tours and party visits at other times by  
appointment.

Resident motorbuses frequently attend displays  
and rallies both locally and nationally.

## HOW TO GET THERE

Sandtoft can be reached quite easily by road from  
almost anywhere.



You can travel on our preserved bus service from  
Doncaster.

**This FREE service operates on all TROLLEY-  
DAYS at the following times from:**

**DONCASTER  
Railway Station  
1.30 pm  
Waterdale (Library)  
1.35 pm  
and  
SANDTOFT  
Transport Centre  
4.30 pm**



The journey time is about 30 minutes.  
STC conditions of carriage apply.

Sandtoft is on the Isle of Axholme, an area rich in  
geographical and historical interest, including  
Epworth - home of the Wesleys. It is also within  
easy reach of the towns of Doncaster and  
Scunthorpe, the Humber Bridge and the seaside  
resort of Cleethorpes.

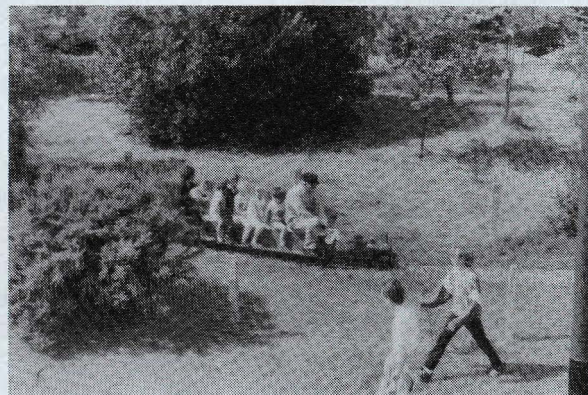


# INFORMATION AND MEMBERSHIP

SANDTOFT TRANSPORT CENTRE is a developing national transport museum, primarily for the preservation and operation of trolleybuses, but also including motorbuses, a miniature railway and other items of transport interest.

The project was started in late 1969 and is supported by several thriving transport groups including the British Trolleybus Society, the Bradford Trolleybus Association, the Doncaster Omnibus and Light Railway Society, the Sandtoft Miniature Railway, and the West Yorkshire Transport Circle. Work is carried out by volunteer members of these and other groups in their spare time throughout the year, with substantial seasonal assistance from the Humberside Community Industry Scheme.

The Centre, based on a former aerodrome, boasts a collection of over sixty vehicles from many parts of Britain, and even from the Continent. This includes examples of the magnificent six—wheeled double-decker trolleybus, and a fascinating one-and-a-half-decker from Aachen in Germany. The last British trolleybus ran at Bradford in 1972, but the smooth, silent, pollution-free qualities of this fine mode of public transport can be recaptured by visitors on one of the immaculately restored vehicles operating on the Centre's own overhead wiring circuit. Another popular attraction is the steam and diesel-hauled miniature railway.



G. P. BILBÉ

SANDTOFT TRANSPORT CENTRE LIMITED is a Company limited by guarantee (Registered in England No. 1747475) and is a Registered Charity (No. 514382).

You can become a member of Sandtoft Transport Centre Limited through any of its supporting bodies. You simply pay the membership fee of the respective Society (thus gaining all the benefits of that Society) plus an additional subscription to the Company. Once a member you are entitled to FREE admission on all occasions.

For further details and membership application forms send a stamped self-addressed envelope to any of the following:

BRITISH TROLLEYBUS SOCIETY,  
2 Josephine Court, Southcote Road, Reading,  
Berkshire RG3 2DG.

BRADFORD TROLLEYBUS ASSOCIATION,  
7 Beechwood Road, Wibsey, Bradford, West  
Yorkshire, BD6 3AQ.

DONCASTER OMNIBUS AND LIGHT RAIL-  
WAY SOCIETY, 41 Church Road, Barnby  
Dun, Doncaster, South Yorkshire, DN3 1BD.


SANDTOFT MINIATURE RAILWAY, 14 West  
Common Lane, Scunthorpe, South Humber-  
side, DN17 1DX.

WEST YORKSHIRE TRANSPORT CIRCLE,  
32 College Street, Crosland Moor, Hudders-  
field, West Yorkshire, HD4 5EB.

Our calendar of events includes regular "Trolley-days" from Easter to September including every Sunday in August; a "Schools' Day" in June; the annual "Gathering" held on the last Sunday in July and a "Sandta Special" in December.

For details of events, party visit arrangements or general enquiries regarding Sandtoft Transport Centre Limited send a stamped self-addressed envelope to:

S.T.C. PUBLICITY, 7 Norwood Avenue,  
Auckley, Doncaster, South Yorkshire, DN9 3JA.

 (0302) 771520

## SEE YOU AT SANDTOFT !

1987 Grand Summer Draw  
Prize List & Winners

Order	Prize	Donated by	Winning Tkt No.	Winner
1st	£150	Fund	8249	R. Skinner 42, Windsor Rd Town Moor, Doncaster.
2nd	£50	Fund	7861	E. Smith 76, Low Rd Balby, Doncaster.
3rd	£35	Fund	18418	E. Feltham 51, Church End Lane, Tilehurst, Reading.
4th	£15	G.L. Griffiths	15119	M.H. Shah 86, Alexandra Rd Wimbledon
5th	Teddy bear	Trolleyshop	19358	P&E Short 8, Frampton Way Kings Worthy Hants
6th	Tapestry	L. Maguire	3650	P.R. Adams 20, Hardwick Cls Aston, Sheffield
7th	Whiskey	F. Whitehead	19861	M. Oke, Gladstone Cotts Windmill Rd Mortimer, Reading
8th	Ent Tkts	S.T.C.	8085	M. Bellfield 14, Cambridge Rd Bristall, Batley W. Yorks
9th	Rover Tkts	S.T.C.	4619	Anita Carr C/o LV
10th	Food Token	S.T.C.	19095	Francis Whitehead BTS



A.G.M. REPORT

The 4th Annual General Meeting of Sandtoft Transport Centre Ltd., was held at the Doncaster Museum, Chequer Rd., Doncaster, at 2.00pm. Saturday November 21st, 1987. M.J.C. Dare chaired and a little over 40 members attended.

The minutes of the 3rd AGM were circulated, and agreed to be a true record. Mike Dare then presented his Chairmans report, the text of which appears elsewhere in this issue. Draft copies of the accounts were circulated in conjunction with the Treasurers financial report. An audited version of the accounts should accompany this issue of Sandtoft Scene.

Halpern and Woolf of Chichester were re-appointed as auditors, and Barratt & Company were re-appointed as solicitors.

Two candidates stood for the post of Financial Director the result as follows:- R.V. Fawcett 30  
Linda Maguire 12

R.V. Fawcett was duly elected.

Five candidates stood for 3 available ordinary Directorships the result being as follows:

Michael Barrat 23 \*  
Michael Dare 38 \*  
Martin Gibbons 18  
Peter Goddard 24 \*  
Chris Oliver 22

Those marked \* were duly elected.

The Chairman announced that it would not be possible to discuss the special business, as insufficient notice of the nature of this business was given to the company membership. It was proposed that an EGM be arranged for early 1988 in order to discuss this business, and this proposal was accepted. The following ordinary motions were discussed and passed. a) That only the following groups of vehicles should be kept at Sandtoft Transport Centre. i. Those owned by S.T.C. or in the custody of S.T.C.

A.G.M. REPORT cont.

ii. Those owned by contributing societies iii. Those owned by, or in the name of, company members. Proposed by Andrew Fieldsend and seconded by Chris Oliver.

b) Following suggestion in Sandtoft Scene and in Sandtoft publicity for 1987 regarding the establishment of a Sandtoft Museum society, and following from such discussions at previous general meetings, we propose that this meeting calls upon the Board to seek a series of informal meetings with the five constituent societies thoroughly to explore the suggestion and possible terms of reference for establishing a Sandtoft Society for referral to a future general meeting. Proposed by David Chick and Seconded By M. Harvey.

Nominations for the Management Committee were not taken, the Chairman announced new arrangements for appointing managers, these being broadly similar to the proposals set out in special resolution (f). Persons interested in applying for the following posts were asked to contact the Board as soon as possible.

Marketing Manager	Vehicles Manager
Electrician	Commercial Manager
Traffic Manager	Minutes Secretary
Future Developments Manager	

The meeting closed at approx 4.15 p.m.

USED CARS · LAND · WHISKEY · MANURE · NAILS  
FLY SWATTERS · RACING FORMS · BONGOS  
BUGGY WHIPS · BRANDS ALTERED · BIRTH CONTROL

**HORNBY A.J. CLAPP MECCANO**

40 Upper Marsh Road Warminster  
Wilts BA12 9PN 213783

REVOLUTIONS STARTED  
ASSASSINATIONS PLOTTED  
GOVERNMENTS RUN  
UPRISINGS QUELLED  
WARS FOUGHT

TIGERS TAMED  
BARS EMPTIED  
COMPUTERS VERIFIED  
ORGIES ORGANIZED  
EMPTY BEDS FILLED

MODEL MAKING · REPAIRS · RESTORATION

+++ TROLLEYBUS ++ DRIVERS' ++ HANDBOOK +++

RULES TO BE OBSERVED BY ALL TROLLEYBUS DRIVERS (No. 1)

1. GENERAL The following rules are issued by the Board of the Sandtoft Transport Centre Limited, and should be observed by all Trolleybus Drivers and Operating Staff. The rules are subject to alteration or amendment at any time, and any such alteration or amendment will be issued in writing.

2. DRIVING OF TROLLEY VEHICLES No member of Sandtoft Transport Centre Limited or any of the supporting societies may drive any trolley vehicle unless in possession of a current 'Sandtoft' Driving Licence.

3. WEARING OF UNIFORM Drivers should wear uniform:- Shirt, tie and appropriate uniform jacket when on duty.

4. VISITOR CARE Drivers should not smoke whilst on duty and should always be tolerant and courteous in their dealings with the public.

5. COMPANY MEMBERSHIP All Trolleybus Drivers are required to be members of the Sandtoft Transport Centre Limited for insurance purposes.

6. BELL SIGNALS The following Signals given by bell or whistle, are applicable whilst operating vehicles in the Museum:

- 1 Stop vehicle at the next stop
- 2 Ready to start vehicle
- 3 Reverse vehicle (Conductor/Guard MUST be off the vehicle and on the roadway to guide driver back)
- 4 Emergency stop

7. EXAMINATION OF VEHICLE Drivers should examine the vehicle on taking charge, and report any defects or damage on the vehicle defect sheet and where appropriate have the entry countersigned by the duty Traffic Manager, Assistant or Traffic Inspector.

8. ON TAKING OVER TROLLEY VEHICLE The Driver should ensure:

- a) the trolley booms are on the correct wires
- b) all destination blinds are set similar
- c) the driving seat and nearside and offside driving mirrors are adjusted properly
- d) the electric horn is working
- e) the vehicle has the following items:-
  - a) trolley pole
  - b) fire extinguisher
  - c) pair of rubber gloves
  - d) vehicle defect sheet

9. CONTROLS The vehicle controls should be switched 'on' in the following order:-

- a) Compressor and Door Control (where provided)
- b) Negative Circuit Breaker
- c) Positive Circuit Breaker
- d) the Directional Control Handle should be placed in the appropriate position

The air brake should be tested by reference to the pressure and reservoir gauges, when the brake pedal is full depressed. The de-wirement indicator should be aglow when the power is on.

The windscreen wiper should be tested where appropriate. The steering gear, handbrake and air brake should be tested when the vehicle is in motion.

NOTE ESPECIALLY: Should the air 'STOP' flag show at any time, the vehicle MUST NOT be moved, and if in motion the vehicle should be brought to a stand using the rheostatic brake and/or handbrake.

10. BEFORE MOVING OFF Drivers should ensure that the appropriate signal to start has been given by the conductor/Guard, and the mirrors should be used to ensure safety. The electric horn should be sounded. Appropriate hand signals should be given.

11. DRIVING GENERAL The hands should never be crossed when turning the steering wheel. Always drive at a speed appropriate to the conditions appertaining at the time. Never take both hands off the steering wheel when the vehicle is in motion. When using the power pedal, always notch up smoothly and firmly. When using the brake pedal, engage the first notch of the rheostatic brake, then the second, then use the air brake. NEVER apply power when traversing insulation on the overhead wires. When starting the vehicle the first notch should be engaged before taking off the hand-brake. Where battery change over switches are provided, both main circuit breakers must be placed in the off position before operating the change over switch. Report on the forms provided promptly, and accident or dewirement.

12. SPEED LIMITS The following speed limits should be strictly observed when driving in the museum:

- 5 m.p.h. whilst traversing all frogs, crossings and whilst passing staff working on the overhead wires on tower wagons.
- 8 m.p.h. whilst traversing all curved sections of the

wires.

15m.p.h. whilst driving along Long's Road.

7 m.p.h. whilst driving along all other sections

5 m.p.h. whilst reversing the vehicle with the guidance of the Conductor or Guard, who MUST be positioned on the roadway to supervise the movement.

13. TROLLEYBUS BECOMING ALIVE Should the trolleybus become alive, the Driver must switch off all controls, using the rubber gloves if appropriate, alight from the cab by jumping so as to avoid contact with the trolleybus then dewire the vehicle. The facts must be reported on the defect sheet.

14. IN CASE OF FIRE ON A VEHICLE All controls including the circuit breakers and compressor should be switched 'Off' The handbrake should be firmly applied. The fire extinguisher should be used, aiming at the base of the fire. The booms should be dewired. Passengers should be conducted away from the scene of the fire.

15. BEFORE LEAVING A VEHICLE The handbrake should be firmly on. switch off the positive circuit breaker, the negative circuit breaker, the compressor and door controls (where provided) and place the control handle in the neutral position. Notify any incoming driver of any relevant facts.

16. PARKING OF TROLLEY VEHICLES Trolleybuses should be parked NOT LESS than six feet apart.

\*\*\*\*\*

APPLE SNURDEL. (serves 4)

7 Economy Digestive Biscuits

3oz " Margarine

Handful of Apples (windfalls) apprx 5-6

1oz sugar or eqv. B.R. pkts.

2-3oz water.

Peel, core and remove any infestation from the fruit. Place water sugar and fruit in a saucepan and cook until a soft pulp. Reduce the biscuits to crumbs, melt marg in a saucepan add crumbs and cook until the mixture binds together. Remove mixture and press firmly into a base of a pie dish, Place apple on top and leave to cool.

BOXWAGON  
COOKERY

Somewhere in the bushes....by....Bill Staniforth

Most vehicle recovery expeditions require basics such as tools, batteries and petrol, but when the kit extends to a bow saw, pair of secateurs and a large quantity of Dexion then one becomes suspicious that there is rather more to the job than would normally be expected. This was the case when a party of three men with a Land-Rover and trailer set out from Birmingham heading South to Berkshire in search of a 1915 Walker Electric Van.

A number of interesting early commercials have surfaced over the years in the Thames Valley area, and it was during a chance conversation with Francis Whitehead, that a mention was first made of the remains of an early electric van on solid tyres on the edge of a field near Henly-on-Thames. No further details were available but a visit was hastily arranged and as we made our way towards a clump of elder bushes, a shape gradually became apparent. It was clearly recognisable that what lurked was a Walker Electric, but from what remained of the bodywork, it possessed a cab with windscreens and a diminutive door on the near-side only. As the most famous surviving Walker owned by Harrods had an open cab, this had us puzzled, but miraculously the registration number MX 9894 was still affixed to the front dash panel, and this provided the clue to its identity. On returning home, all available books were quickly scoured for pictures and eventually in 'Discovering Old Lorries' in the Shire Albums series, the vital information was found, being a picture of sister vehicle MX 9895 in the livery of Harrods Ltd. as originally delivered.

What we had found was a 10cwt. van new to Harrods in May 1915 with the traditional open cab, but which had been rebuilt during the 1920's for use as a special bread delivery vehicle. Apparently it had been in use until just before the second world war when, stripped of its electric motor and control gear, it had been sold to a local farmer for use as a garden play-house for his children. There it remained until the late 1950's when it was moved down down into the field and left gradually to decompose until discovery in 1986.

Some detective work by Francis Whitehead eventually managed to trace the legal owner, a by now very elderly gentleman on a neighbouring farm, and a small sum changed hands together with what was to prove a very important receipt. As is all too often the case, buying a vehicle is the easy part as we were now faced with the daunting prospect of saving what remained of the van, a task made all the more interesting by the presence of a sizeable tree growing up through the middle of the chassis.

Undeterred, arrangements were made for collection on Saturday 8th August and all appeared to be going according to plan. However, on the preceding Tuesday a phone-call was received stating that the van had now been given to another preservationist in the area who would be collecting it on the very same week-end. Thus after the best part of 50 years in the same location, two groups of people were scheduled to arrive simultaneously to recover the vehicle. To cut a long story short, the matter was resolved and the existence of a signed receipt clarified ownership, this being all the more vital as the former owner had died during the intervening period. With this behind us, the final recovery could be made.

On arrival at the site, hearts sank as it was discovered that the body had collapsed further and the trees now totally engulfed the vehicle. However a start was made, and after two hours of clearing vegetation, the van was slowly revealed. The tree through the chassis posed a more significant problem when it was discovered that it had grown either side of one of the rear springs and had then reformed as a complete trunk, thus completely encasing the metal. All that surrounded it whether it be wooden bodywork or steel chassis, was so delicate so as to preclude any drastic action, so the only alternative was to separate the tree from the ground and then leave it in situ until the vehicle was back in Birmingham. This accomplished, a rigid Dexion frame was constructed inside the body and the collapsing woodwork of the roof and sides attached to it using numerous bolts and girders until by early evening, everything seemed remarkably solid. The only problem that then remained

was to move the front of the vehicle sideways away from a substantial tree stump that had grown against the front wheel, effectively trapping it from any movement. Two long scaffold poles appeared from some neighbouring buildings and using elementary principles of levers, these were placed under the front axle and with a little muscle power, the path was now clear for the trailer to be backed up.

With chains attached, the van was slowly winched out of its resting place and miraculously, three out of the four wheels turned. Thus after 8 hours work, we were now loaded up, and it was towed out of the field on the back of the trailer, there was not a single sign of movement in the formerly crumbling bodywork!

Now safely in undercover storage, it is hoped that it will make one appearance before restoration commences at the National Restoration Show at Stoneleigh on Sunday 18th Oct as a part of the H.C.V.S. (West Midlands Area) display. Ultimately the Walker will become a part of the collection of buses and commercial vehicles to be exhibited in the new Aston Manor Road Transport Museum due to open in the former tram depot at Witton in Birmingham during 1988.

Should readers know the whereabouts of any components suitable for the Walker, information would be gratefully received by:- William Staniforth, Secretary,  
Aston Manor Road Transport Museum,  
337, Fordhouse Lane,  
Stirchley,  
Birmingham B30 3AA

## junior scene

On the 1st day of Christmas my true-love gave to me,  
A demlict trolleybus,  
On the 2nd day of Christmas my true-love gave to me,  
2 bent booms all for a demlict trolleybus.  
On the 3rd day of Christmas my true-love gave to me,  
3 flat tyres, 2 bent booms,

- all for a derlict trolleybus,
- On the 4th day of Christmas, my true-love gave to me,  
4 rotten pillars, 3 flat tyres, 2 bent booms, all  
for a derlict trolleybus.
- On the 5th day of Christmas my true-love gave to me,  
5 rancid seats, 4 rotten pillars, 3 flat tyres,  
2 bent booms, all for a derlict trolleybus.
- On the 6th day of Christmas my true-love gave to me,  
6 cracked wheel rims, 5 rancid seats, 4 rotten  
pillars, 3 flat tyres, 2 bent booms, all for a  
derlict trolleybus.
- On the 7th day of Christmas my true-love gave to me,  
7 compressed compressers, 6 cracked wheel rims,  
5 rancid seats, 4 rotten pillars, 3 flat tyres,  
2 bent booms, all for a derlict trolleybus.
- On the 8th day of Christmas, my true-love gave to me,  
8 undulating panels, 7 compressed compressers, 6  
cracked wheel rims, 5 rancid seats, 4 rotten  
pillars, 3 flat tyres, 2 bent booms, all for a  
derlict trolleybus.
- On the 9th day of Christmas, my true-love gave to me,  
9 burnt out cables, 8 undulating panels, 7 com-  
pressed compressers, 6 cracked wheel rims, 5 rancid  
seats, 4 rotten pillars, 3 flat tyres, 2 bent booms,  
all for a derlict trolleybus.
- On the 10th day of Christmas my true-love gave to me,  
10 orange boxes, 9 burnt out cables, 8 undulating  
panels, 7 compressed compressers, 6 cracked wheel  
rims, 5 rancid seats, 4 rotten pillars, 3 flat tyres  
2 bent booms, all for a derlict trolleybus.
- On the 11th day of Christmas my true-love gave to me,  
11 tubes of glue, 10 orange boxes, 9 burnt out  
cables, 8 undulating panels, 7 compressed compr-  
essers, 6 cracked wheel rims, 5 rancid seats, 4  
rotten pillars, 3 flat tyres, 2 bent booms, all  
for a derlict trolleybus.
- On the 12th day of Christmas my true-love gave to me,  
12 lenth of Dexion, 11 tubes of glue, 10 orange  
boxes, 9 burnt out cables, 8 undulating panels, 7  
compressed compressers, 6 cracked wheel rims, 5  
rancid seats, 4 rotten pillars, 3 flat tyres, 2  
bent booms, All for a derlict trolleybus.